

The Empress of India left Yokohama for Vancouver yesterday afternoon.

The P. & O. Company's steamer Japan, from China, arrived at London on the afternoon of the 13th inst.

The M. M. Co.'s s. s. Oceanic left Saigon to-day (Saturday), the 14th inst., at 5 a.m., for this port.

PRINCE may be a second Morphy, but his opening games in the Hastings Tournament do not show the fire and genius of the dead master.

The Empress of Japan arrived at Shanghai at 8 a.m. to-day, and leaves again at 4.30 p.m. for Hongkong, where she may be expected to arrive about 7 a.m. on Tuesday next.

The O. & O. s. s. Capita, with mails to, left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on the 12th inst.

The O. S. S. Co.'s s. s. Melusina left Singapore yesterday morning, and may be expected here on or about the 10th inst.

VESSELS IN THE DOCKS.—At Kowloon: Helene Rickmers, Haitan, Lekin, Cassis. Chongpoo—Chen Shao, Poyang, Ashdown.

On Sunday morning, between 9 and 10.30 o'clock, the steam launch Daypring, carrying the Dutch flag, will call alongside any vessel holding the permit to call, to convey men aboard to 11 a.m. service at St. Peter's (Seamen's) Church, returning about 12.30.

UNDER the heading 'Music in Oxford,' the Musical Times of last August states that only one absolute novelty was produced, namely, a very taking choral piece called 'Words that Wave o'er Dolphin's Steep,' by De Sangster, which received a good round of applause at Queen's College, and was much applauded.

On examination lately it was discovered that over 250 pipes in the Union Church organ had been stuffed up by wasps in the chrysalis stage. Needless to state the wasps were dislodged and notice served upon the parent wasps prohibiting future colonisation of the organ. We did not know before that wasps were musical.

We have received a letter which would no doubt be interesting if it were legible enough to read and if we had leisure to decipher it. As it is a press copy of a letter sent to our morning contemporary, the shareholders of the Douglas S. S. Co., to which the letter evidently refers, will have an opportunity of reading it next week.

A CLEVER capture of smuggled opium was made at Bangkok the other day. Two sailors from the *Phra Chula Chom Klao* were observed to leave the ship at Messrs Markwald's rice mill, and were stopped and searched. The Opium Inspector's efforts were rewarded by finding nine tins of opium cleverly concealed on the men, between their armpits and thighs. The men were arrested and taken to the British Consulate.

The *Barrington* case was decided by the Acting Justice Judge this morning. The claimant had been sued by a Chinese firm for non-delivery of a quantity of sugar shipped in Java for Hongkong, and valued at \$900. The defendant replied that the sugar was duly brought here, but it was in defective bags, as noticed and recorded at time of shipment, and so most of it leaked and settled into the bottom of the hold, where plaintiff was at liberty to help himself to it. Judgment for defendant with costs.

It would interest the Postal Union (says the *Siam Free Press*) to know of the devices resorted to by some countries in order to drive the proverbial oosh through the clause of the international postal agreement in which it was provided that all union countries should charge a uniform rate of postage. Hongkong and Singapore, on the score of depreciation, have to some extent broken faith by raising their rates of postage, but Siam beats them all hollow by demanding 14 cents for postal cards of the face value of 1 cent.

The *Standard's* Special Correspondent on board H.M.S. *Alexandra* at the Naval Manoeuvres mentions the disablement of the *Hazard* in a manner which recalls the breakdown of the cruiser *Undaunted* shortly after her arrival on the China Station. The Correspondent states that the *Hazard's* engines were permanently disabled, but more likely the least temporarily. The piston-rod of the low-pressure cylinders of both engines were bent, and the starboard engine had to be fitted with the spare rod on board to enable the *Hazard* to steam from Lough Swilly to Plymouth.

A Singapore paper complains that a member of the Legislative Council has been making a speech of fifty minutes duration, which would take over five columns to report strictly verbatim; and we can safely say that as a rule no speech is worth all that, in these small Eastern communities at the most. It is very certain that only the most exceptional speeches read so well if reported word for word. We have known public orators who have been quite ebullient by being reported so accurately. Neither speakers nor readers realise the advantage of having unwieldy sheets of solid rhetoric pruned down, a speed intelligible, and reduced to acceptable dimensions.

SPORT AND ANECDOTE.

BY A REVENUE COLLECTOR.

There is more sport in hunting after contributions to the revenue than one would think, especially in a place like Hongkong. I remember, long ago—dear me, how long it is!—and how time does fly!—it must be a year ago, when China and Japan had just got to war, we had a lot of fun collecting light-dues out of some Chinese ships.

First of all there was the *Cass*, which came just before the Hongkong Government published its neutrality proclamation, and the Harbour Master (Captain Ramsay) managed to make a clumsy mess of the thing and let the *Cass* get away without paying. She came through the waters of the Colony several times after, and never paid light dues; but there was a change at the Harbour Office, and the *Cass* went once too often into the lion's mouth. The way of it was this:—

The steamer had been within British waters, I think, five times, and there was a bill against her for \$70 and a few odd cents for light dues. Her run was mostly between Canton and Formosa, carrying 'braves' who were not brave, and arms that they couldn't fight with, even if they had wanted to.

Light, that, however, didn't matter to Captain Jensen; all he had to do with it was to run the ship, and it was good business for him as long as he could avoid the Kowloon process, which he did. This time he lay off Kowloon City, within sight of the Chinese 'fort,' secure enough as long as no danger came. But there was danger coming near all the time. The Acting Harbour Master had, like any Britisher, felt nettled at being cheated of his (or rather the Colony's) dues so often by a blacky Dutchman under a Chinese flag, and made up his mind to collect that outstanding bill one way or another. So he went out, with six policemen (being himself also Police Superintendent) and the water-police carpenter, in case of need. Going at daybreak, he caught the *Cass* people napping. Captain Jensen tumbled out, and asked what happy circumstance he was indebted to for the honour of this early call.

'Just called about your little bill, if you don't mind?'

'Bill? What bill?'

'Light dues, seventy dollars and 'steens cents,' or words to that effect.

'Thanks—not taking any this trip—call again next year, please.'

'No, you don't, this time. Here are the dates of your various passages through British waters and copy of the regulations under which you have to pay.'

'But this ship is exempt, as being a transport of the Chinese Government.'

'My, then will you please show your commission from the King, or some such authority?'

'No have got.'

'If you are on military service, where are your uniforms?'

'No have got.'

'Did you call on the Commodore, or on the Port, or establish your position in any way?'

'No.'

'Then we must trouble you to pay up. Oh, well, if we must, must. Come into the cabin and sit down for a minute. Make yourself at home. Hang up your hat and put your feet on the mantel-piece. Have a drink.'

'Thanks, but we must not stay—Christ-mas is coming and there are only four or five years more to this century—is that money coming soon?'

'Don't hurry; let's talk it over amicably.'

'What we want is money, not talk. Pay up and let us be going.'

'Don't rush away, we are just beginning to like you. Talk the thing over a bit; for one thing, we are not in British waters now at all, so you can't claim for this time.'

Maps and bearings shown; British waters are enough.

'Well, now, suppose we don't pay?'

'Then here is the assent to remove your compasses and some of your engine gear so that you can't go away, and we will bring a force and seize the ship.'

'Dear me, how annoying! But I only suggested it in joke.'

'Well, are you going to pay up? The sun is high in the morning sky, I must away, I cannot stay, so shut your gash and produce the cash, and no extra charge for the poetry.'

'Say twenty dollars and call it square.'

'Seventy dollars 'steens cents.'

'But that is an overcharge; call it fifty and we won't argue.'

'Seventy dollars 'steens cents.'

'But you know we are being victimised; you might make a bit of a reduction.'

'Not red.'

'Oh, all, well, all right then; if you are so particular—here's the seventy, and never mind the odd coppers.'

'Sorry to say a good ship for 'steens cents—here, Mr. Chips! Turn on your crowbars.'

'No, no! Let the gear alone and we will pay the blank blank bill. While your carpenter cuts our engines, please, and take your fifty leave.'

British Government wins; time, two hours and forty minutes.

REUTER'S TELEGRAMS.

[SUPPLEMENT TO THE 'CHINA MAIL']

LONDON, September 12, 1895.

CHANGE OF AMBASSADORS.

Sir F. C. Lascelles, the present Ambassador at St. Petersburg, succeeds the Right Hon. Sir E. B. Mallet as Minister at Berlin. Sir N. R. O'Connor, the present Ambassador at Peking, replaces Sir F. C. Lascelles at St. Petersburg.

VISIT OF THE GERMAN CHANCELLOR TO RUSSIA.

The Chancery of Russia has received the German Chancellor in the most gracious manner and has accorded him a prolonged interview.

RIOT AT BOMBAY.

At Bombay a collision has occurred between the Hindus and Musalmans. The police killed ten Musalmans and wounded fifty.

JAPAN AND THE LIAOTUNG PENINSULA.

Japan agrees to accept a reduction in the indemnity. The Liaotung Peninsula will shortly be evacuated.

THE STANDARD OF AUGUST 8.

The Standard of August 8 contains the following items with reference to the Kuching massacre:—
A telegram was received yesterday morning from the Governor of Hongkong, stating that great indignation prevailed at the brutal murder of eight ladies and two males, and that a public meeting of indignation had been held. Inquiry at the Colonial Office last evening showed that a further telegram had been received in reference to the murders, confirming indignation to hand, but adding that Sir William Robinson, Governor of Hongkong, telegraphed to Mr. Chamberlain on Monday, the Colonial Secretary immediately replied, asking to be kept informed, in response to which Sir William telegraphed this morning:—'Eight ladies and two males brutally murdered; great indignation; public meeting.' The reason why the Governor of Hongkong, which is a long way from the scene of the outrage, should be keeping the Colonial Secretary informed of the details of the crime, and for the extent of the indignation, is probably to be found in the fact that Hongkong is the only bit of British territory in China, that is the residence of Bishop Gordon, who is the local head of the Missionary movement in China, and that the place has a very large number of denational schools and two more with no less than ten Missionary Societies. It comes clear that Sir William Robinson obtains his information from Missionary sources, for his message has been received by those received by the Church Missionary Society, and the earliest of them commenced 'The Bishop informs me.'

As we pointed out a little while ago, says the *Friend of India*, there is nothing improbable in the belief that a revolution is at hand which will split China in two. The idea of the Celestial Empire is so huge that, even if it had the highly developed system of road, rail, and electrical communications of Western States, it would still be hard for any one and Canton to feel a lively interest in Korean politics, or for the destiny of Manchuria or the course of the Siberian railway to be momentous questions to the dwellers in Szechuen or Yunnan. Even so important a national event as the war with Japan has not excited much more than a languid feeling of alarm at the enemy and discontent with the dynasty in the Southern provinces of the Empire. With the occupation of Formosa, as we have shown on former occasions, arises Japan's first opportunity of getting within striking distance of the latter half of China's vast bulk. The war, in fact, has hardly touched the parts which all eyes are turned to, and there is consequently an indifference on the part of those who, so far from being conquered, have not even smelt powder, to follow cursing the fallen fortunes of those who have been beaten. The knowledge, moreover, that Japan is, for some time to come, to be the dominant power in the East, and the formidable task of conquering Southern China, as an incentive to resistance. We would not be understood to predict a regular revolution which will sever the Southern from the Northern half of the Chinese Empire. The schism cannot be so easily effected, for the provinces are not sufficiently developed or closely enough organized for concerted political action. But we see nothing improbable in the forecast which tells of disturbances swelling into rebellions that will break off provinces—it may be half an empire—from the Empire of the Middle Kingdom. The position of the British colonies and of the missions will, in that case, be hazardous, for the earliest object of common hatred on the part of the insurgents or rioters—whichever they may be—will be the European race. It is satisfactory to know that Lord Salisbury is fully alive to his responsibility in the matter, and we have no doubt the firm attitude of England towards the Chinese Government will be limited by other Powers who have subjects looking to them for protection in the Middle Kingdom.

BARON DE KATZ, MAJORITY, ANSBURG, VIENNA, AND ST. PETERSBURG FOR SALE.

W. Robinson and Co. make a special feature of Selling Pianos and Organs on the Easy-Payment system.

THE KUCHING MASSACRE.

THE DUTY OF WESTERN NATIONS.

Discussing the Kuching massacre, the *Daily News* (London) of the 9th August says:—The duty of European Governments to missionaries in the East is a delicate question which has been often discussed, and never precisely settled. While the contempt of heroes for the risk of their own lives in part of their heroism, and increases our admiration for them, may render their adequate protection physically impossible, and retributive justice may result in war. He would be a bold statesman who laid it down as a universal axiom that an assault upon a missionary station, in any circumstances, and at all costs, be avenged. But the case of China is peculiar. British missionaries in the Treaty ports are under consular jurisdiction. They can be, and, if necessary, they ought to be, prevented from going beyond the limits of British authority. If that power is not exercised there is an implied engagement on the part of Her Majesty's Government to see that Her Majesty's subjects receive adequate security for life and limb. The East India Company used to confine missionaries within the boundaries clearly specified and prescribed. If those boundaries were not observed the blood of the transgressors was upon their own heads. Mr. Stewart, whose courage and devotion cannot be too highly praised, was strictly within his rights. He was not a soldier, and not to be later outraged at Kuching, which had not then been known, even if they had been actually perpetrated. [This is a mistake on the part of our contemporary. An exaggerated account of the Kuching affair had been published prior to the indignation meeting.—Ed., C.M.]

THE 'TIMES' ON THE SILVER QUESTION.

London, Aug. 13.—An editorial in the *Times* this morning, commencing on 'Secretary of the Navy Whitney's remarks on the silver question,' expresses the hope that Mr. Whitney's aspiration for an international agreement to rehabilitate silver will not be fulfilled.

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LATE TELEGRAMS.

(From Tacoma Ledger.)

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THE KUCHING MASSACRE IN PARLIAMENT.

London, August 17.—The Marquis of Salisbury's statement in regard to China was well received, but it was thought that his language was not strong enough and implied overmuch confidence in the power of the Chinese government to punish the culprits.

The *Globe* of yesterday reflects the opinion of the ministerialists, when it says: 'The Marquis of Salisbury scarcely seems to have gone far enough. In spite of the courteous assurances of the Chinese ambassador, it may be doubted whether the Chinese government intends to give adequate reparation.'

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THE DUTIES OF AN AUDITOR.

In the Court of Appeal on August 6, Lord Justices Lindley, Lopes and Riggby gave judgment in an appeal by Mr. W. Theobald from the decision of Mr. Justice Vaughan Williams holding him, as one of the auditors of the London and General Bank, liable with the other directors for dividends paid out of capital.

Lord Justice Lindley, who stated that Lord Justice Lopes concurred with the view he took of this case, said the appeal was by Mr. Theobald, one of the auditors of the London and General Bank, which was being wound up against an order made by Mr. Justice Vaughan Williams, under Section 10 of the Companies Winding-up Act of 1890. By that order Mr. Theobald and the Directors of the Bank were declared jointly and severally liable to pay to the Official Receiver two sums, one of £4937, and the other of £8486, being the amounts of dividends declared and paid by the bank in 1891 and 1892, and the Defendants were also ordered to pay interest on those amounts. The grounds on which the order was made were that those dividends were paid out of capital, and that such payments were made pursuant to Resolutions of the Shareholders based on recommendations of the Directors, and upon balance-sheets signed by the auditors, but which did not represent the true financial position of the Company. It was first argued on the part of the Appellant that an auditor was not an official of the Bank within the meaning of the misfeasance action, but that point was decided against Mr. Theobald in April. It was further contended that the balance-sheet was in accordance with the books of the Bank, and that therefore the auditors, in the certificates they gave, had performed all that could be required of them; that the dividends were not actually paid out of capital, and therefore, however imprudent and reckless it might have been to pay the dividends, the auditors were not liable; and that, even if it were held that the money came out of capital, the auditors' certificates were not the direct and natural cause of the declaration of the dividends. By the articles of the Bank it was the duty of the Directors, and not of the auditors, to recommend the amount to be appropriated to dividend; and it was for the Shareholders, on the recommendation of the Directors, to declare a dividend. But the Act of 1897 required that auditors should be appointed by the Shareholders, and report to them directly, and not through the Directors, the object being to secure to the Shareholders accurate and trustworthy information as to the financial position of the company. It was no part of an auditor's duty to advise the Directors or Shareholders as to what they ought to do, nor had he anything to do with the payment or non-payment of dividends, nor with the manner in which the business was being conducted. But he did not discharge his duty in merely examining books without making inquiries to satisfy himself that the books disclosed the company's true position. He was to certify the balance-sheet of 1891. Mr. Theobald made a special report, informing the Directors what he considered to be the true financial position of the Bank; but, unfortunately, that report was not laid before the Shareholders, and he had no hesitation in saying that Mr. Theobald failed to discharge his duty to the Shareholders in laying the balance-sheet of February, 1892, before them without any reference to the special report beyond the note that the value of the loans and securities depended upon realisation. He agreed with Mr. Justice Vaughan Williams that the profits for the year 1891 were not correctly stated, and the breach of trust by the Directors in recommending a dividend of seven per cent. was only rendered possible by the failure of the auditors to discharge their duty to the Shareholders. Therefore, Mr. Theobald was rightly held to be liable to the Shareholders jointly and severally to make good the £8486. As regarded, however, the £4937, divided as profit on the business of 1890, Mr. Theobald's evidence went to show that the dividend could not properly be paid, and that the part of the balance-sheet very near the line, the evidence was not sufficiently strong to establish a case of misfeasance against the auditors. Therefore, upon that part of the case, the appeal was allowed. Under the circumstances, the Appellant ought not to receive or pay any of the dividends, and the order of the Court was accordingly made that the Official Receiver would have his out of the estate. Lord Justice Riggby gave judgment to the same effect.

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THE NAVAL MANOEUVRES.

WITH THE CHINA MAIL. H.M.S. Resolution, September 14. From the movements of the fleet on the 13th, it is pretty clear that they expected an order for getting the fleet out. An evolution of some kind was to be signalled, and one that comes within the monthly routine seemed more likely than any other. But the signal for that operation did not come, probably because the Admiral, whose eyes are open to most things that go on about him, had seen that nearly every captain of his fleet was prepared for it. A signal was hoist signifying "hand your ship," and suddenly the whole aspect of things changed, as blue-jackets rushed to their stations to lower away every boat that was seaworthy. Launches, steam pinnaces, cutters, and galleys were in a few minutes springing from their davits over the ship's sides and from every deck corner below came the men, rushing to muster at their appointed stations. Every one is expected to know exactly where he should be in case of collision, or of any kind threatening to sink the ship, but he is not often called upon to test this knowledge, which is therefore apt to become a little hazy. Invalids who were not so ill that there would be danger in their removal from the sick deck merely for a deck, their proper place in such circumstances would be the jolly boat, but there was found no seaworthy, and the sick had therefore to be either left behind or lowered into boats where little room had been left. This led to overcrowding in one or two cases, and the stability of boats if there had been a sea on. Not all the discipline on a battleship, and the absence of confusion, could prevent some irregularity in the distribution of men, even while merely playing at this serious business. In the launch which had 202 men, there seemed to be room for several more, and the two cutters, carrying the port and starboard watches, did not seem overcrowded with 50 or 55 each for their share. Seven hundred and twenty men, constituting nearly all the fleet, were on board in 25 minutes, and with less than a dozen men in each of the dozen launchers for the morning manoeuvre.

A war correspondent is such a rare shipmate that no place was left him in the fleet, and he was obliged to go on board when the order came to abandon the ship. When he got on deck every boat had shoved off to get clear of imaginary wreckage, and he felt his situation to be very much that of the stoker whom a blue-jacket narrated a year afterwards. The stoker had been forgotten when a similar evolution was being practised for an inspection day. The Admiral going on board the ship to see whether she was really abandoned came across the stoker, and asked a little angrily, "Hello, man, what are you doing here? Which boat is yours?" The stoker, who was a "brave pennant" first of all the fleet, signifying that the work was done. A second or two later the *Empress of India* made a similar signal. She, however, had twenty-six men on board, and the *Endymion* twenty. Among the fleet the *Latona* seemed quietest and most at ease. *Resolution* had left on board no more than eight of her crew, including gunmen and engineers, besides the captain, the commander, the signal mate, and the chief engineer, who stuck to his post manfully, prepared to work the ship out of any supposed predicament of keeping afloat. Nothing at this moment was so impressive as the silence between decks.

The boats of the mobilised ships were not hoisted in before another surprise signal was made. This was for the fleet to go to the rescue of the *Thetys*, which was disabled by a torpedo. It is part of the practice laid down for the manoeuvres, but nobody expected it while lying quietly in an anchorage like this. Nevertheless, the order was smartly carried out, and just as smartly the sheet anchors were weighed again. With this surprise evolution ended, but in the afternoon the fleet was signalled to get out, and the fleet, with the exception of the *Thetys*, was towed down the double line of ships by a steam pinnace. As it passed along the harbour all engines dropped at half mast, while the crews of battleships and cruisers, called to attention by bright steam whistles, paying the sailors' last tribute to a dead comrade. The engines remained at half mast until the funeral party, having first voyaged over the grave, returned from their mournful mission. In consequence of this event the day's evolutions were curtailed. There were,

ONLY FOUR TO MAN THE PUMPS.

however, exercises in getting out and weighing sheet anchors—operations in which the prize for smartness must be given to the *Empress of India*, though the *Resolution* ran her very close. After this officers were free to spend the remaining hours of their last day here either in car drives to Glenageary, the most charming resort for tourists in the South of Ireland, or in boating excursions to the picturesque woodlands of Dunboy Castle. Much to the regret of the inhabitants, who profit greatly by the fleet's presence here, all ships of Admiral Lord Walsby's fleet will weigh anchor to-morrow at half-past one, and steam out of Dublin for an unknown rendezvous.—*Daily News* (London).

ONLY FOUR TO MAN THE PUMPS. Dear, dear! When you come to think of it how closely related things are, how one thing brings up another. Ideas are like a lot of leads on a string, aren't they? A letter I have just been reading makes me remember what happened to me one winter about twenty years ago. The story is too long to tell here, so I'll merely give you the tail end of it. I was supercargo on a barque bound from London to Rio. A tremendous gale, lasting five or six days, blew from the north-west, and ceased there were four men and no more left on the vessel. The Captain had been killed by a falling spar, three of the crew washed overboard, and the rest of the ship's company (save four) went away in the long boat with the first and second mates. We were taking in water through a leak at the rate of six inches an hour. Working with all our might the four of us could pump that in forty minutes, but we must do it every hour. It was awful work. For two days we kept it up, without sleep. Then we stopped, took to the quarter boat, and shoved off. The sea was quite a no-wind. While we lay to within a mile of the shore the ship drew up her nose and went down stern first. We were picked up the next day by a Danish brig.

Now the odd thing is that the letter which reminded me of this experience has nothing whatever to say about ships. Please help me to find out the association. The lady who writes the letter says that in July, 1884, she got a bad fright. Recently what was down to her. I wish she did. Anyway, I'll not say that the fright did her good, but it did her harm. After that her appetite fell off; she lost all real relish for food, and what she did eat only made trouble instead of nourishing her. It gave her pain in the pit of the stomach, and (curiously enough) between the shoulders. She says her eyes and skin presently turned yellow as a buttercup. Her face and abdomen swelled, and her feet the same, the latter so that she was obliged to have her shoes made larger.

"I got little sleep at night," she says, "and was in so much pain I had to be propped up with pillows. For weeks together I could not lie down to bed. I had to sit up, and had night sweats. Then diarrhoea set in, and my bowels became ulcerated. I was often in dreadful agony for forty-eight hours at a time. I was so weak that I could not get up, and a bucket of cold water were poured down my back. I felt so low I could no longer see, but, as my sister had come to help me, she said, 'You must have some food, and I will help you.'"

The writer is in good health now, but why did her case remind me of the shipwreck? Let's see. The first part of the association is easy and natural. But the rest of the shipwreck, because four men hadn't the strength to pump out the water as fast as it came in. Twenty men might have got her into port. It is the last straw that broke the camel's back, the last completed need that made poverty and despair. These bodies of ours carry the seeds of disease with them all the time—chiefly the poisons created by imperfect digestion, made worse by indigestion. But the shipwreck, because ordinary hygiene was unable to cope with it, a half-and-half sort of fashion. Yet we're not in our blood the stuff that any of a dozen diseases is made of, only waiting for something to set it alight. While the liver, lungs, and skin keep us fairly free—that is, don't let the load get too heavy—we say, "Oh, yes, I'm tolerably well, thank you." Little pains and unpleasant symptoms bother us now and then, but we don't fancy they mean anything. By-and-by something happens. A cold, too heavy a meal, a night of dissipation, an effluvia through death or loss of property, a fright, as in the *Empress of India* case. Over and over the last straw has crashed us. One loose spark has blown up the barrel of powder. The crew is too small to save the ship. The kidneys, liver, skin, and stomach strike work, and we must have help, either by diet or by medicine. All of which means the explosion of latent indigestion and dyspepsia poisons in the blood.

There isn't a plain way I thought of the shipwreck. Now for the conclusion of the lady's story. She says: "In 1889 I first heard of Mother Seale's Catarrh Syrup. Half a bottle made me feel better, and by keeping on taking it I was soon strong and well as ever. (Signed) Mrs. J. B. Jones, The Park, Worthing, near Shoreham, February 1892."

If there were only a way to save sinking ships as certain and trustworthy as Mother Seale's medicine is in the case of sinking human bodies, what a blessing it would be to poor sailors.

DEAFNESS—An essay describing a really genuine Cure for Deafness, Singing in Ear, &c., no matter how severe or long-standing, will be sent post free. Artificial Ear-drums and similar appliances entirely superseded. Address: Thomas Kears, Victoria Chambers, 19, Southampton Buildings, E.C.4, London.

Berehaven, Wednesday. Exercises on board ships of the fleet were suspended this morning while the body of the stoker who met his death two days ago on board the *Thetys* was being borne to its resting place in the cemetery at Castletown. The coffin, with a Union Jack for pall, was placed on one of the ship's boats, and accompanied by two other cutters—one containing an escort of blue-jackets and the other a firing party of marines—was towed down the double line of ships by a steam pinnace. As it passed along the harbour all engines dropped at half mast, while the crews of battleships and cruisers, called to attention by bright steam whistles, paying the sailors' last tribute to a dead comrade. The engines remained at half mast until the funeral party, having first voyaged over the grave, returned from their mournful mission. In consequence of this event the day's evolutions were curtailed. There were,

however, exercises in getting out and weighing sheet anchors—operations in which the prize for smartness must be given to the *Empress of India*, though the *Resolution* ran her very close. After this officers were free to spend the remaining hours of their last day here either in car drives to Glenageary, the most charming resort for tourists in the South of Ireland, or in boating excursions to the picturesque woodlands of Dunboy Castle. Much to the regret of the inhabitants, who profit greatly by the fleet's presence here, all ships of Admiral Lord Walsby's fleet will weigh anchor to-morrow at half-past one, and steam out of Dublin for an unknown rendezvous.—*Daily News* (London).

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STRAIT FOR SAIGON, SINGAPORE, BATAVIA, SOLOMON, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUET, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 18th September, 1895, the Company's Steamship SYDNEY, Commanded by ADRIEN, with MAILS, PASSENGERS, SPOLIO, and CARGO, will leave this Port for the above places.

Cargo and Spolios will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Spolios and Passengers until 3 p.m. on the 17th September, 1895. (Passengers not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. TOURNAIRE, Acting Agent. Hongkong, September 4, 1895. 1643

Intimations. CHAN A-TONG, COAL MERCHANT, No. 6, ARSENAL STREET, EAST. Business Office: No. 21, GILMAN STREET. 478

SIEM TING, Surgeon, Dentist, No. 10, D'ARVILLE STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, April 2, 1895. 628

STAINFIELD'S PRIVATE HOTEL, 3 DUNDRELL STREET. COMFORTABLY FURNISHED ROOMS, with every convenience. Accommodation for Table Boarders. Particulars, Address, Mrs. STAINFIELD, Proprietress. Hongkong, January 6, 1895. 38

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silvermiths. Nautical, Scientific and Meteorological Instruments. VOYAGEUR'S OCEANOGRAPHIC BINOCULARS AND TELESCOPES. RETROUVEE-LEVER AND OTHER COMPASSES. ADMIRALTY & LARAY CHARTS, NAUTICAL BOOKS. English Silver & Electro-Plated Ware. Clocks & Silver Jewellery. GOLD & SILVER JEWELLERY. DIAMONDS. DIAMOND JEWELLERY. A Sublimed Collection of the Latest LONDON PATTERNS, at very moderate prices. 724

For Sale. FOR SALE. Messrs. Kelly & Walsh's List includes the following Works by Dr. EITEL: EUROPE IN CHINA: The History of Hongkong from the beginning to the year 1882. Ho Kung, 1894. \$6.50. HANDBOOK OF BUDDHISM: A Sinitic-Chinese Dictionary. Second Edition. Hongkong, 1888. \$2.50. TERES LECTURES ON BUDDHISM. Third Edition. Hongkong, 1884. \$1.50. FENGSHUI: Rudiments of Chinese Natural Science. Hongkong, 1873. \$2.00. CHINESE DICTIONARY IN THE CANTON DIALECT. Four Volumes, with Appendix. Hongkong, 1877. \$19.00. BUND, \$1.00. CHINESE SCHOOLBOOKS. Translated. I. The Trinitarian Classic. II. The Thousand Words Poem. \$0.50 per set. Hongkong, August 9, 1895. 1457

FOR SALE. JAPAN HAND-MADE PAPERS. JAPAN PRINTING PAPERS. JAPAN COPYING PAPERS. —JAPAN WALL PAPERS. &c., &c., &c. PRICE VERY MODERATE.

ORDERS to be respectfully received by the Underigned. MITSUI BUSSAN KAISHA, 8, Queen's Road Central. Hongkong, January 2, 1894. 1

UNION ASSURANCE SOCIETY. (Instituted in the Reign of Queen Anne A.D. 1714). CAPITAL FULLY SUBSCRIBED, £450,000. CAPITAL PAID UP, £150,000. TOTAL INVESTED FUNDS EXCEEDED £2,619,000. TOTAL ANNUAL INCOME, £774,546.

THE Underigned, having been appointed Agent of the above Society in Hongkong, is prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING, Praya Central. 1412

Not Responsible for Debts. Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour: Gen. F. MANSON, American brig, Capt. Crank, —Chinese. Maritima, Bti. 4-master ship, Capt. John Williams. —Standard Oil Co.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & FOOSHOW.

The Co.'s Steamship Nanchow, Captain ROBERT, will be despatched for the above Ports TO-MORROW, the 15th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, September 14, 1895. 1899

OCEAN STEAMSHIP COMPANY. FOR SANDAKAN AND KUDAT.

The Steamship Merapong, Captain J. K. ROBERT, will be despatched on TUESDAY, the 17th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, September 13, 1895. 1701

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

The Steamship Tjip, Captain J. K. ROBERT, will be despatched on TUESDAY, the 17th Instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, September 12, 1895. 1601

SHIRE LINE OF STEAMERS. FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship Mount Lebanon, Captain EVANS, will be despatched on above on or about TUESDAY, the 17th Instant.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents. Hongkong, September 9, 1895. 1674

FOR MANILA (DIRECT). The Steamship Amur, Capt. C. MEARS, will be despatched for the above Port on WEDNESDAY, the 18th Inst., at 6 p.m.

Taking Cargo and Passengers at through rates for transshipment at Manila for BAHIOCELONA, CADIZ, SANTANDER and other SPANISH PORTS. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated amidships; and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to VILLA, LOPEZ & Co., Agents. Hongkong, September 6, 1895. 1634

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN. PROPOSED SAILING FROM HONGKONG, 1895. (SUMMIT TO ALTERNATION.) Mount Lebanon, Tuesday, 18th Sept. Amur, Wednesday, 19th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 18th September.

Consular Invoices of Goods for United States Ports should be in QUADRUPLES; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents. Hongkong, September 13, 1895. 1581

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship Captain J. RAMSAY, will be despatched on above on THURSDAY, the 12th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, September 6, 1895. 1602

GLEN LINE OF STEAM PACKETS. FOR LONDON VIA SUEZ CANAL.

The Steamship Glenorchy, Captain J. RAMSAY, will be despatched on or about FRIDAY, the 20th Instant, instead of as previously notified.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, September 11, 1895. 1642

SHIRE LINE OF STEAMERS. FOR LONDON, HAMBURG AND ANTWERP.

The Steamship Carmarthen, Captain SPOONER, will be despatched for the above Ports on or about the 22nd September.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents. Hongkong, August 22, 1895. 1550

Shipping.

Steamers.

FOR CHEFOO AND TIENTSIN. The Steamship Capt. LEBMAN, will be despatched for the above Ports on THURSDAY, the 19th Inst., at 5 p.m.

For Freight or Passage, apply to CARLOWITZ & Co., Agents. Hongkong, September 12, 1895. 1693

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. FOR LONDON, VIA PORTS OF CALL.

The Co.'s Steamship Olong, R. CONRAD, Commander, will be despatched on or about the 20th September, instead of as previously notified.

For Freight or Passage, apply to HOLLIDAY, WISE & Co., Agents. Hongkong, August 29, 1895. 1582

Sailing Vessels. FOR SAN FRANCISCO.

The 100 A.T. British Ship Lyndhurst, MARTIN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co. Hongkong, May 29, 1895. 1010

FOR NEW YORK. The 3/3 L.I. American Ship P. N. Blanchard, BLANCHARD, Master, is now loading for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co. Hongkong, Sept. 6, 1895. 1399

FOR NEW YORK. The 3/3 A.T. Amer. Barque Adam W. Sykes, FIELD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co. Hongkong, August 10, 1895. 1472

FOR NEW YORK. The 3/3 A.T. American Ship Sam Skifford, Captain G. L. SKIFFORD, shortly expected from Shanghai, will load here for the above Port, and will have quick despatch.

For Freight, apply to SIEMSEN & Co. Hongkong, August 14, 1895. 1506

FOR BALTIMORE. The 3/3 A.T. Amer. Barque Fred. P. Leitchfield, C. B. CHADBOURN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to MELOCHERS & Co., Agents. Hongkong, August 3, 1895. 1428

FOR NEW YORK. The 3/3 L.I. American Ship Wanderer, Captain NICHOLS, shortly expected in ballast, will load here for the above Port, and will have quick despatch.

For Freight, apply to SIEMSEN & Co. Hongkong, September 6, 1895. 1650

FOR NEW YORK. The 100 A.T. British Barque Engelhorn, Captain R. SPOONER, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SIEMSEN & Co. Hongkong, September 6, 1895. 1651

To Let. TO LET. 5-ROOMED BUNGALOW "RHEDA," BONHAM ROAD. Apply to CHINA MERCHANTS S. N. Co., No. 22, Praya West. Hongkong, August 20, 1895. 1546

TO LET. DWELLING HOUSES—HOUSES IN RIVER TERRACE, "LARKSPUR" IN RICHMOND ROAD, GROUND FLOOR OF No. 2, BLVD BOWLING. No. 9, CHANDREY LAKE, No. 5, KENTFORD TERRACE, Kowloon. OFFICES—FIRST FLOOR, No. 7, PRAYA CENTRAL, lately occupied by Messrs. HOLLIDAY, WISE & Co. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, August 28, 1895. 251

TO LET. NO. 5, WEST TERRACE. Apply to G. O. ANDERSON, 13, Praya Central. Hongkong, May 31, 1895. 1028

COLLEGE OF MEDICINE FOR CHINESE. RESIDENTS in the Colony would be materially aided in the study of the COLLEGE by forwarding to the Agent, Messrs. HOLLIDAY, WISE & Co., (1) Glass Jars (for museum purposes), (2) Illustrated Papers and Books for the Student's Reading Room and Library. Address to JOHN C. THOMSON, Hon. Sec. to the College. Hongkong, February 26, 1894.

Intimations.

Hannay's Coating Ship's Bottoms. Used by: Ocean S.S. Co. White Star Line. Messrs. Butterfield & Swire. Glen Line. Onward Line. Allan Line, etc. HARRY WICKING, Agent for Hongkong & South China. Hongkong, May 1, 1895. 81

WINDSOE HOTEL, HONGKONG. THIS ESTABLISHMENT, situated in the elegant Building known as CONNAUGHT HOUSE, offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods. P. BOHM, Proprietor and Manager. Hongkong, November 24, 1894. 1907

PRIVATE BOARD AND RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation. MRS. MATHER, 2 and 3 Peddar's Hill. Hongkong, July 24, 1893. 1287

PEAK HOTEL. OPEN ALL THE YEAR ROUND. THIS Commodious and Well-appointed HOTEL, situated at a height of 1,200 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China. SPECIAL SUMMER RATES. (From 1st April to 31st October). One person, per day ... \$ 4.00 One person, per month ... \$75 to 10.00 Married couple (occupying one room) per day ... 7.00 Married couple (occupying one room) per month ... 150.00 Married couple (occupying two rooms) per month ... 170.00 For further Particulars, apply to THE MANAGER, New Victoria Hotel. Hongkong, April 10, 1895. 696

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE. 1895. SAFETY—SPEED—PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 2nd Oct. EMPRESS OF CHINA...Comdr. R. ARNOLD, R.N.R. WEDNESDAY, 30th Oct. EMPRESS OF INDIA...Comdr. C. P. MARSHALL, R.N.R. WEDNESDAY, 27th Nov.

THE magnificent Steamships of this Line sail through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with the Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points AND AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR ISLAND TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEDDER STREET. 1636

SHARE LIST—QUOTATION—SEPTEMBER 14, 1895.

Passengers booked through to all principal
Steamship Lines to various ports at reduced
SPECIAL RATES (first class only) for
Military, Diplomatic and Civil Services.
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CIRCULAR PACIFIC TICKETS to
Australia via Honolulu, and Sydney to
Good for 9 months £100.

The attractive features of this Company's
STEAMSHIPS, (second to none in the
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for some at recent Chicago World's Exhibition
MOUNTAIN LAKE SCENERY
THE DINING CARS AND MODERN
operated by the Company, and their appoint
For further information, Maps, Guide

Hongkong, September 4, 1895.

SHARE LIST—JULY 1895